ELIMINATING RAIL CROSSINGS IN TEXAS AND NEW MEXICO PROJECT

FY23-24 Railroad Crossing Elimination Grant Program

Texas Department of Transportation (TxDOT)
and New Mexico Department of Transportation (NMDOT)

September 2024

Eliminating Rail Crossings in Texas and New Mexico Project

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I. Cover Page

ELIMINATING RAIL CROSSINGS IN TEXAS AND NEW MEXICO PROJECT	
Project Title	Eliminating Rail Crossings in Texas and New Mexico Project
Applicant Name	Texas Department of Transportation (TxDOT) and New Mexico Department of Transportation (NMDOT)
Amount of RCE Program Funding Requested under this NOFO	$73,061,388
Amount of Proposed Non-Federal Match	$18,265,347
Does some or all of the proposed Non-Federal Match for the total project consist of Preliminary Engineering costs incurred before project selection (but after November 15, 2021)?	No
Other Sources of Federal Funding if applicable	N/A
Sources of Proposed Non-Federal Match	• BNSF- $2,600,000 • TxDOT state funding - $5,665,347 • New Mexico Department of Transportation (NMDOT) state funding - $10,000,000
If applicable, are set aside funds requested? Is the project eligible for a funding set-aside in Section B.1?	N/A
If “Yes”, amount of set-aside funds requested	N/A
Total Project Cost	$91,326,735
Was a Federal Grant Application Previously Submitted for this Project?	No
City(ies), County(ies), State(s) Where the Project is Located	• Farwell, Parmer County, Texas • Texico, Curry County, New Mexico
Is the Project Located in a Rural Area or on Tribal Lands?	Yes
If the Project is located in a Rural Area or Tribal Land, is the Project Located in a county with 20 or fewer residents per square mile, according to the most recent decennial census?	Yes
Congressional District(s) Where the Project is Located	• Texas Congressional District 19 • New Mexico Congressional District 3
Application Track(s) proposed to be funded by this NOFO?	Track 3 – Final Design (FD)/Construction
Lifecyle Stage(s) proposed to be funded by this NOFO?	Construction Stage
Current Lifecycle Stage and Anticipated completion of current Lifecycle Stage?	Project Development Anticipated Completion December 2024
Is the Project located on real property owned by someone other than the applicant?	Yes

ELIMINATING RAIL CROSSINGS IN TEXAS AND NEW MEXICO PROJECT	
Host Railroad/Infrastructure Owner(s) of Project Assets	BNSF
Other impacted Railroad(s)	No
Tenant Railroad(s), if applicable	N/A
If applicable, is a 49 U.S.C. 22905-compliant Railroad Agreement executed or pending?	N/A
The project currently programmed in ANY medium- or long-range planning document: For example, State rail plan, or interregional intercity passenger rail systems planning study, State Freight Plan, TIP, STIP, MPO Long Range Transportation Plan, State Long Range Transportation Plan, etc.?	• The Project is included in the Texas State Rail Plan • The Project is included in the Texas Statewide Study of Grade Separation Candidates as a high priority crossing.
Is the project located on a potential corridor selected for the Corridor Identification and Development Program?	No

II. Project Summary

Existing S. Garwood St. Railroad Crossing

The **Eliminating Rail Crossings in Texas and New Mexico Project** (the Project) will provide a much-needed highway-rail grade separation in Farwell, Texas and Texico, New Mexico. The Project will construct a new Texico bypass roadway alignment allowing the main highway-railroad at-grade crossing closure on US 70/84 on the state line. In addition to the closing of the main railroad crossing on the state line, the Project will include two additional crossing closures. An elevated intersection will bridge the railroad and US 60, on the west side of Texico, to allow the US 70/84 traffic to travel in either direction on US 60 as shown in Figure x (to be added). This crossing is identified in the Texas State Rail Plan and the Texas Statewide Study of Grade Separation Candidates as a high priority for crossing elimination to improve safety, mobility, and reliability. The New Mexico State Rail plan does not list specific crossings to be removed; however, grade crossing eliminations are listed as a high priority. Trains occupy the crossing three to four times every hour on average and blocked vehicles idle and wait from five to 10 minutes for each oncoming train to pass. One train can occupy the crossing followed immediately by another train from the opposite direction resulting in blocked traffic for up to 20 minutes. The occupied crossings sometimes result in a queue of vehicles one mile long effectively blocking all the cross streets and businesses along the roadway. The curvature of the railroad track at Texico and Farwell requires the trains to travel at reduced speeds of 15-20 mph, which lengthens the crossing occupancy times and causes more delays to vehicles waiting at the crossing. These delays result in unnecessary exhaust emissions from idling vehicles and longer travel times for motorists, including emergency services.

Emergency responders based in both Texico and Farwell each provide support to the neighboring town in the event that one of the town's vehicles cannot reach a call quickly enough. When multiple units need to respond or if the train is blocking the crossing, it may be quicker for one city to respond than the other. The barrier posed by the railway for both towns make it extremely difficult to respond to emergency situations in a reasonable timeframe, putting more lives and communities at risk. The closest hospital to Farwell and Texico is in Clovis, New Mexico, which requires the ambulances to cross the railroad tracks when transporting patients to the hospital. **The Farwell Emergency Medical Services (EMS) Director states that approximately one-fourth of the ambulance trips report delays due to waiting at the crossing for a train**. If the patient has a major trauma, the ambulance service must transport patients to Clovis where they have a higher level of care available. If a patient needs to be taken to Lubbock, Texas then the ambulance will take them to the Clovis airport, five miles from Farwell, to be taken by Aero Care. A grade separation at this location will provide quicker and potentially life-saving access for emergency response.

BNSF Railway (BNSF) is a supportive partner of this Project as it is a high priority for the railroad. In addition to eliminating a grade crossing, BNSF will have the opportunity to add a new additional track to the three existing tracks once a grade separation is implemented, promoting the safe and efficient movement of freight. The construction of the overpass will allow BNSF to add additional capacity for transcontinental freight traffic. Public benefits that stem from the Project include reducing crashes, increasing resiliency, reducing emissions from idling vehicles, and minimizing vehicle travel time delays.

III. Grant Funds, Sources, and Uses of Project Funds

TxDOT, in partnership with NMDOT, is requesting $73,061,388 in RCE FY 2023-FY 2024 Railroad Crossing Elimination (RCE) Program Discretionary Grant funds for the Eliminating Rail Crossings in Texas and New Mexico Project. The RCE grant would fund **80%** of the **$91.3** million total project cost as shown in **Table 1**. Non-federal shares would fund the remainder, with TxDOT contributing 6% at **$5.7 million**, NMDOT contributing **11%** at **$10 million**, and BNSF contributing 3% at **$2.6 million**. Preliminary Engineering and NEPA documentation for the Project are scheduled for completion by the end of 2024. **Appendix A** contains the funding commitment letters.

Table 1: *Project Funding Table*

Task #	Task Name/Project Component	Cost	Percentage of Total Cost	Source of Funds and Citation, as applicable
1	Project Administration and Management	$0	-	-
2	Utility Relocation	$4,868,112	-	-
3	ROW	$5,805,382	-	-
4	Construction	$80,653,241	-	-
Total Project Cost		$91,326,735	-	-
Federal Funding Requested in this Application (RCE Program Request)		$73,061,388	80%	FY2023-FY2024 RCE Grant
Total Non-Federal Match		$18,265,347	20%	-
Non-Federal Funding (State)		*Cash:* $15,665,347 *In-Kind:* $0	17%	TxDOT state funding: $5,665,347 New Mexico State Fund: $10,000,000
Non-Federal Funding (Private Sector)		*Cash:* $2,600,000 *In-Kind:* $0	3%	BNSF: $2,600,000
Non-Federal Funding (Local)		*Cash:* $0 *In-Kind:* $0	0%	
Other Committed Federal Funding (e.g., Federal Highway Administration, congressionally directed/earmark, other FRA grant program funds—including previous CRISI grants, etc.) Note: If there are multiple sources of other federal funding, please break funding down by each source.		N/A	N/A	N/A
Other Pending Federal Funding Requests		N/A	N/A	N/A
Amount (if any) of funding request eligible for set-aside funds as described in section B(1)		N/A	N/A	N/A
Portion of Total Project Costs Spent in a Rural Area, if applicable		N/A	N/A	N/A
Does some or all the proposed Non-Federal Match for the total project cost consist of preliminary engineering costs incurred before project selection (but after November 15, 2021)?		No		

Note: Costs are estimated for FY 2028.

IV. Applicant Eligibility Criteria

The applicant meets the eligibility criteria defined in the Notice of Funding Opportunity Section C.1.a. The lead applicant for this grant is the Texas Department of Transportation, a unit of state government. The DUNS number for TxDOT is 8067825530000. The contact for this application is:

Robin Ayers, Senior Federal Affairs Liaison
Texas Department of Transportation, Government Affairs Division
125 E. 11th Street
Austin, TX 78701-2483
Robin.Ayers@txdot.gov
(512) 463-8345

This application is submitted with full support of the New Mexico Department of Transportation who will be involved in project delivery. As the lead applicant for this RCE grant, TxDOT will serve as the fiduciary recipient and grant administrator for federal funds.

V. Project Eligibility Criteria

The Project is eligible under the Notice of Funding Opportunity Section C.3.A.v as a Highway-Rail Grade Crossing Improvement Project, specifically focusing on the installation of a **grade separation that allows three at-grade crossing closures**. The Project will construct a new Texico bypass roadway alignment, elevate a highway intersection, and relocate the community's primary rail crossing. The reconfiguration of the BNSF crossing of US 70/US 84 at the New Mexico-Texas state line will close three at-grade crossings, provide room for BNSF to expand, and improve traffic flow at the junction of US 60 with US 70/84. TxDOT seeks funding in one project track: Track 3- FD/ Construction.

VI. Detailed Project Description

Background on the Challenges

US 60 meets US 70/US 84 near a BNSF three-track at-grade crossing at the state line of New Mexico and Texas. Drivers occasionally can expect to wait at least 10 minutes when a single train crosses, and up to 20 minutes when a second train crosses. Crossings occur on average every 20 minutes. While there are alternative crossings, these are often found blocked by the same train, as all crossings in the community are currently at-grade. BNSF has plans to add a line of track through this corridor, which would exacerbate travel delays for commuters.

The closest hospital is inaccessible to residents of Farwell without crossing the tracks. The region is served by Plains Regional Medical Center—12 miles away—in Clovis, New Mexico. If a patient needs a higher level of care than Plains Regional can provide, Clovis also has the nearest airport for medical air transport. The barrier posed by the railway makes it extremely difficult to respond to emergency situations in a reasonable timeframe, putting lives at risk. The Farwell EMS Director states that approximately one-fourth of ambulance trips report delays due to waiting at the crossing for a train. Emergency responders in Texico and Farwell each provide support to the neighboring town if one of the town's vehicles cannot reach a call quickly enough. When multiple units need to respond, or if a train is blocking a crossing, it becomes necessary for one city to respond to the other's call.

Rail Operations

The Project will eliminate the main at-grade crossing on the state line and two additional crossings between Farwell, Texas and Texico, New Mexico and a new overpass will be constructed to carry **US 70/US 84 (DOT No.014787R)** on a four-lane grade separated roadway overpass over the BNSF rail corridor. This crossing involves two main tracks on the BNSF Hereford Subdivision and the diverging single main track of the BNSF Slaton Subdivision. There are plans to construct one additional main track at this location on the Hereford Subdivision to accommodate an increasing volume of freight while maintaining network fluidity and velocity. There is heavy train traffic through this crossing, and this frequently causes lengthy delays to traffic along US 70/US 60. Delays of ten minutes are common with longer delays not uncommon. With anticipated rail traffic growth, the delays will become increasingly frequent and lengthy. Alternative crossings are often found blocked by the same train traffic as all crossings in the community are currently at-grade.

The crossing is identified in the Texas State Rail Plan and the Texas Statewide Study of Grade Separation Candidates as a high priority for crossing elimination to improve safety, mobility, and reliability. Trains occupy the crossing three to four times every hour on average and blocked vehicles idle and wait from five to 10 minutes for each oncoming train to pass. One train can have the crossing occupied followed immediately by another train from the opposite direction keeping the crossing occupied for a total of up to 20 minutes. The occupied crossings can have a queue of vehicles one mile long effectively blocking all the cross streets and businesses along the roadway. The curvature of the railroad track at Texico and Farwell requires the trains to travel at reduced speeds of 15-20 mph, which lengthens the crossing occupancy times and causes more delays to vehicles waiting at the crossing. These delays result in unnecessary exhaust emissions from idling vehicles and longer travel times for motorists, including emergency services.

Emergency responders based in both Texico and Farwell each provide support to the neighboring town in the event that one of the town's vehicles cannot reach a call quickly enough. When multiple units need to respond or if the train is blocking the crossing, it may be quicker for one city to respond than the other. The barrier posed by the railway for both towns make it extremely difficult to respond to emergency situations in a reasonable timeframe, putting more lives and communities at risk. The closest hospital to Farwell and Texico is located in Clovis, New Mexico, which requires the ambulances to cross the railroad tracks when transporting patients to the hospital. If the patient has a major trauma, the ambulance service must transport patients to Clovis where they have a higher level of care available. If a patient needs to be taken to Lubbock, Texas then the ambulance will take them to the Clovis airport, five miles from Farwell, to be taken by Aero Care. Delays due to passing trains cause delays to emergency management and residents traveling to get immediate care.

BNSF is a supportive partner of this Project as it is a high priority for the railroad, and they benefit from the opportunity to add one new additional track to the three existing tracks once a grade separation is implemented. The overpass construction will allow BNSF to add capacity for transcontinental freight traffic. Public benefits that stem from the Project include reducing crashes, increasing resiliency, reducing the volume of emissions from idling vehicles, and minimizing vehicle travel time delays.

Table 2: *USDOT Crossings Inventory Summary*

US DOT Grade Crossing Inventory #	Proposed Improvement	Rail Operator	Railroad Owner	Latitude Coordinate	Longitude Coordinate	Total Day Through Trains	Total Night Through Trains
014787R	Closure	BNSF	BNSF	34.3887068	-103.043714	35	35
014788X	Closure	BNSF	BNSF	34.3875400	-103.046770	35	35
014790Y	Closure	BNSF	BNSF	34.3877200	-103.051370	35	35

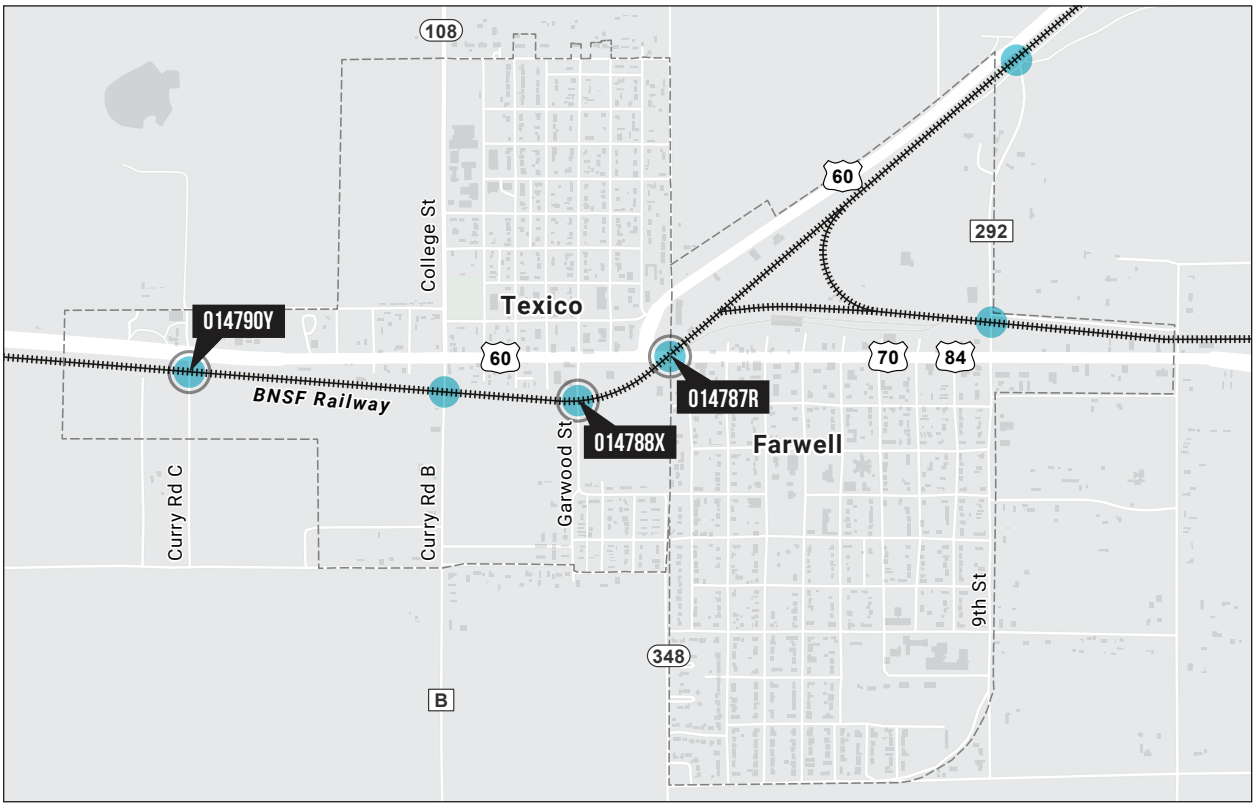

Figure 1: *Project Location Map*

Primary Expected Project Outcomes

- Eliminate potential for crashes at 3 crossings
- Decrease traffic congestion at the main intersection
- Increase traffic flow throughout from eliminating queued traffic at crossings
- Provide opportunity for BNSF to expand

The proposed grade separation project is the recommended alternative following the preliminary engineering phase and robust stakeholder engagement. The Project represents the collaborative effort between NMDOT and TxDOT. The proposed undertaking, as part of this RCE grant application, entails the construction of a new Texico bypass roadway alignment that will allow for the main railroad crossing on US 70/84 on the state line to be closed. In addition to the closing of the main railroad crossing on the state line two more crossings will be closed because of the Project. An elevated intersection will bridge the railroad and US 60, on the west side of Texico, to allow the US 70/84 traffic to travel in either direction on US 60.

The removal of the railroad crossing at the state line on US 70/84 will increase user safety and decrease traveler delay. The traveling public will now be able to cross the railroad tracks by a grade separated bridge, which will eliminate vehicle to rail exposure significantly increasing safety. In addition to the traveling public no longer experiencing vehicle to rail exposure at the crossing, they will no longer have to wait for trains at the crossing either. The reduction in vehicle waiting times at the crossing will lead to reduced vehicle idling, congestion, and rear-end crashes.

Existing Congestion along 70/84

The completion of the Project will allow Emergency responders from both Texico and Farwell to be able to respond quickly even when a train is crossing through the towns. Emergency responders based in both Texico and Farwell each provide support to the neighboring town in the event that one of the town's vehicles cannot reach a call quickly enough. When multiple units need to respond or if the train is blocking the crossing, it may be quicker for one city to respond than the other. The barrier posed by the railway for both towns make it extremely difficult to respond to emergency situations in a reasonable timeframe, putting more lives and communities at risk. The closest hospital to Farwell and Texico is in Clovis, New Mexico, which requires the ambulances to cross the railroad tracks when transporting patients to the hospital. The Farwell EMS Director states that approximately one-fourth of the ambulance trips report delays due to waiting at the crossing for a train. If the patient has a major trauma the ambulance service must transport patients to Clovis where they have a higher level of care available. If a patient needs to be taken to Lubbock, Texas then the ambulance will take them to the Clovis airport, five miles from Farwell, to be taken by Aero Care. Delays due to passing trains cause delays to emergency management and residents traveling to get immediate care.

In summary, the Project is expected to provide significant safety benefits from the grade separation and three crossing closures, virtually eliminating vehicle to rail exposure. In addition to significantly fewer crashes, this Project will also improve public health and safety through reduced emergency response times for emergency vehicles that will no longer need to wait for a passing train at the crossing. The Project is also expected to provide significant emission reduction benefits from the reduction of vehicular idle time at the crossings since vehicles will no longer have to wait for trains to cross.

Expected Users and Beneficiaries

The expected users that will benefit from this project include:

- Travelers (automobile drivers/passengers, pedestrians, bicyclists)
- Trucking companies and the shippers that use their services for freight transport
- Railroad companies including BNSF that use the railway for freight transport
- Local residents that cross the railroad for a variety of purposes

Figure 2: *Future US 70/84 Roadway*

Specific Components and Elements of the Project

The Project proposed under this RCE grant application includes the following specific components and elements:

- Construction of a new Texico bypass roadway alignment
- Construction of an elevated intersection along US 60 that will be a grade separated crossing, relocated to the west side of Texico
- Closing of the at-grade railroad crossing on US 70/US 84 at the Texas-New Mexico state line. **(014787R)**
- Closing of the at-grade railroad crossing on Garwood Street. **(014788X)**
- Closing of the at-grade railroad crossing on Curry Rd C. **(014790Y)**
- Private and franchise utility relocation

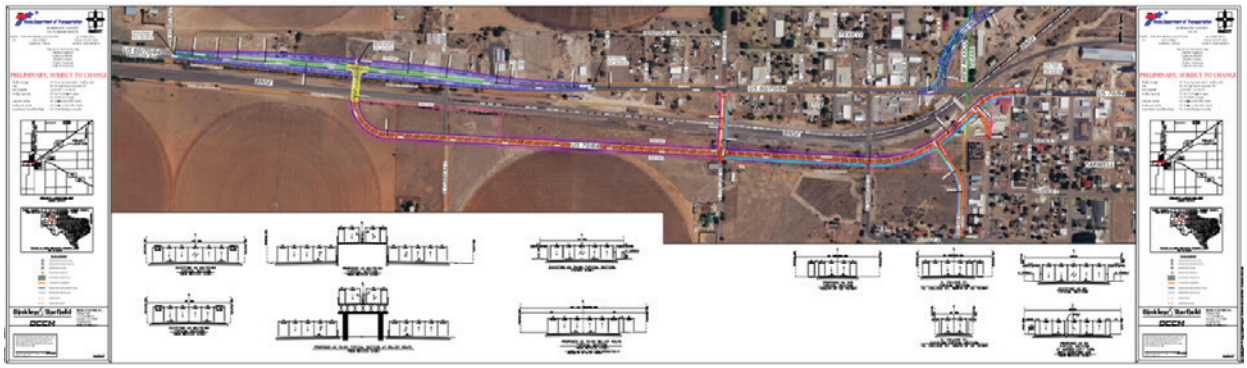

Figure 3: *Project Design Schematic*

Performance Measures

FRA documents railroad project performance measures in Attachment 2 of the Grant Agreement (see **Appendix B**). The performance measures most relevant for this Project measure the success in eliminating vehicle-train interaction by constructing a grade separation and removing a highway-rail crossing as well as closing two additional crossings. The project performance (successful construction) will result in the total elimination of vehicle crossings at the locations. This is a reduction in risk for 8,675 vehicles per day after Project implementation.

An additional performance measure assigned for the Project is the need for residents to use alternative routes due to blockages at the crossings. The Project performance will significantly reduce the need for vehicles to find alternative routes due to blocked crossings after Project implementation.

VII. Highway-Rail Grade Crossing Safety Information and Education Programs

TxDOT is proud to serve as a key partner with Texas Operation Lifesaver, a nonprofit public safety organization committed to reducing the number of tragic incidents at highway-rail grade crossing intersections and the number of trespassers on railroad rights-of-way. Reaching millions of Texans annually, over the last 50 years the work of safety campaigns run by volunteers has resulted in an 82% decline in rail deaths. They have proven that increased awareness equates to increased safety.

Education and outreach activities are vitally important now at locations such as the main at-grade crossing at the Texas-New Mexico border along US 70/US 84, where many slow-moving trains occupy the crossing—**delaying even emergency responders**. TxDOT will continue to facilitate this information and education outreach to improve safety.

VIII. Project Location

The Project is located on the state line of Farwell, Texas and Texico, New Mexico. The Project includes the realignment of a new Texico bypass roadway which will result in the closing of three separate grade crossings of BNSF's Hereford subdivision. The crossings which will be closed are: BNSF railroad crossing number 014787R located on US HWY 70/84, USDOT grade crossing number 014790Y located on Curry Road C, and BNSF railroad crossing number 014788X located on Garwood Street. Geospatial data for the crossings is provided in **Table 3**.

Table 3: *Crossings Geospatial Data*

US DOT Grade Crossing Inventory #	Latitude Coordinate	Longitude Coordinate
014787R	34.3887068	-103.043714
014788X	34.3875400	-103.046770
014790Y	34.3877200	-103.051370

As the Project straddles the state line, the Project is in both the Texas 19th Congressional District and the New Mexico 3rd Congressional District.

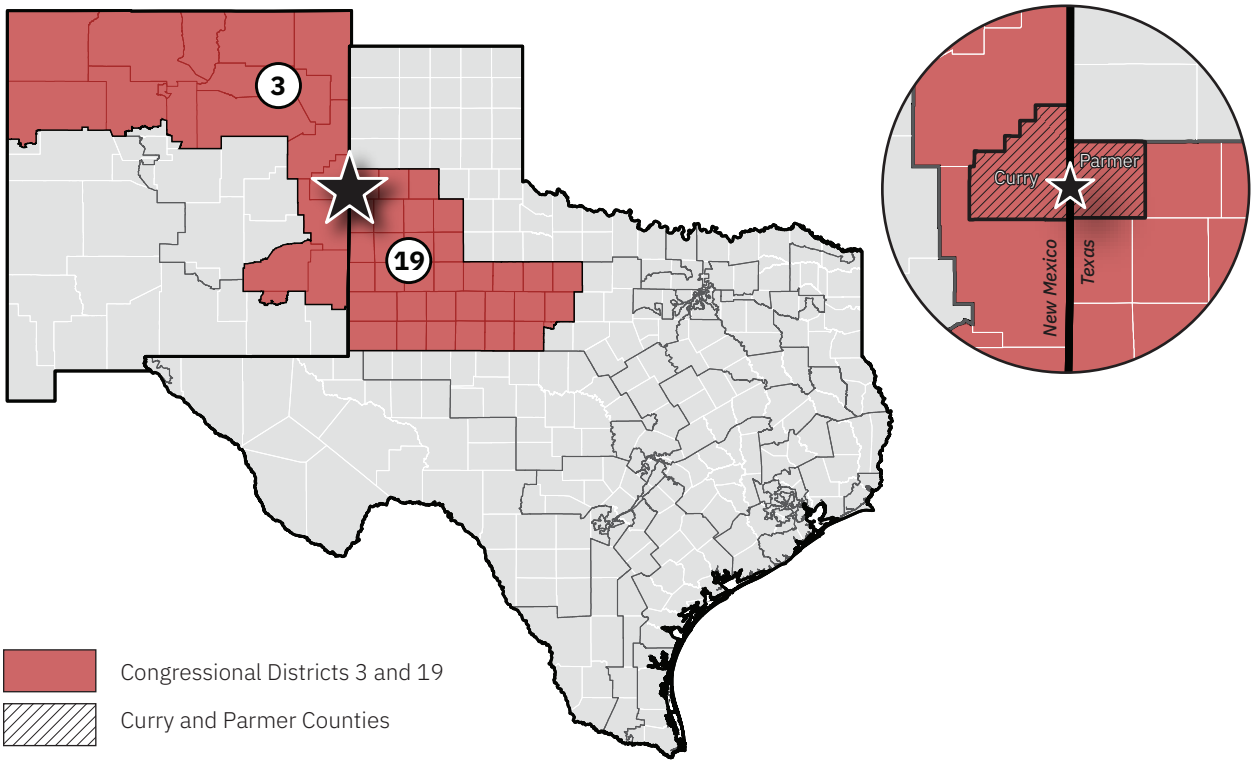

Figure 4: *Project Location Map in relationship to Texas and New Mexico*

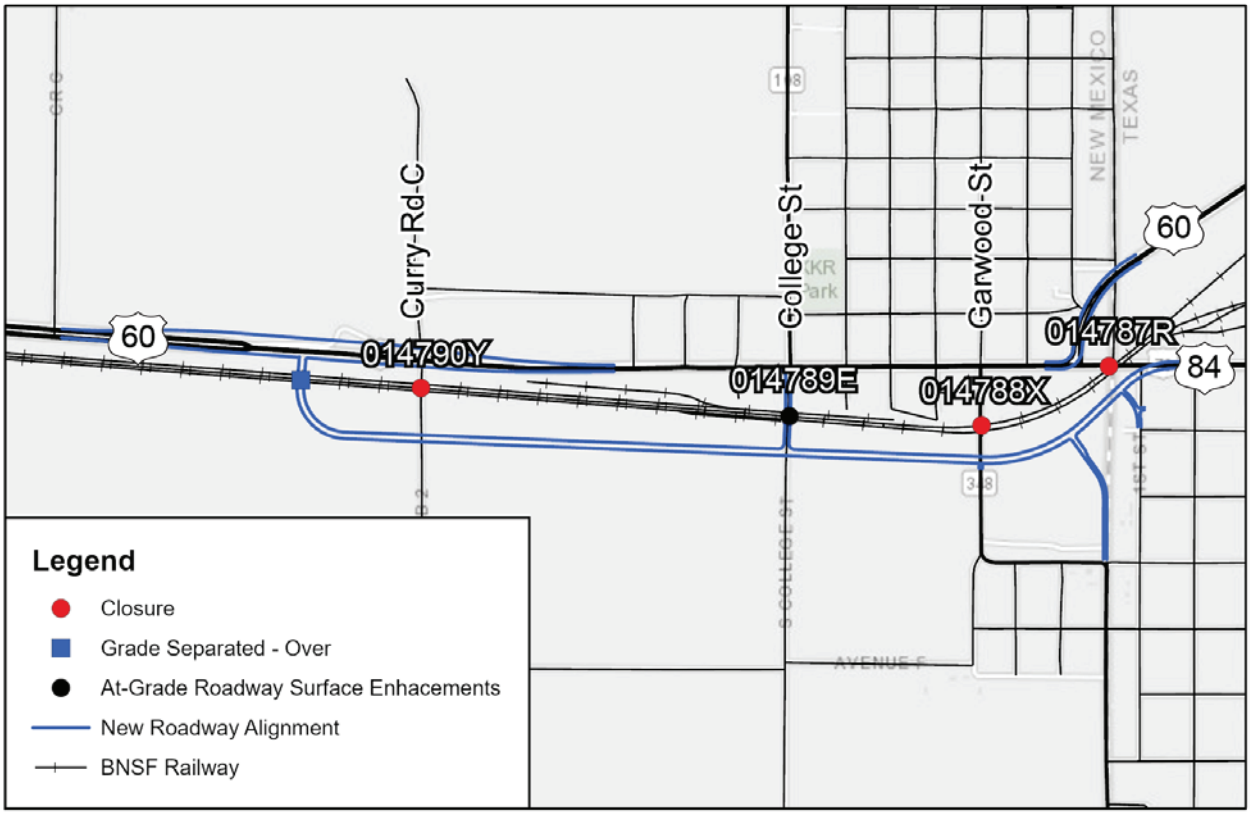

Figure 5: *Project Location Map with Impacted Crossing ID Numbers*

IX. Grade Crossing Information

Table 4: *USDOT Grade Crossing Information*

US DOT Grade Crossing Inventory #	Proposed Improvement	Rail Operator	Railroad Owner	Latitude Coordinate	Longitude Coordinate
014787R	Closure	BNSF	BNSF	34.3887068	-103.043714
014788X	Closure	BNSF	BNSF	34.3875400	-103.046770
014790Y	Closure	BNSF	BNSF	34.3877200	-103.051370

X. Safety Benefit Data

This project eliminates the active at-grade highway-rail crossing at US 70/84 on the state line of Farwell, Texas and Texico, New Mexico. Additionally, two more active at-grade rail crossings are eliminated with the construction of the new Texico bypass. The elimination of the three separate grade crossings will significantly improve safety for the communities of Farwell and Texico at one of Texas' highest priority grade crossing locations. The FRA Highway/Rail Grade Crossing Incidents Dashboard provides extensive safety data supporting investment in highway-rail grade crossing safety improvements in Texas. **For the most recent four years of data (2020-2023), Texas leads the nation in overall incidents and in incidents that result in injury and fatalities**.

As part of this RCE application, a safety analysis was conducted using *GradeDec.Net* on the potential safety benefits of closing three separate grade crossings of BNSF's Hereford subdivision located between Farwell, Texas and Texico, New Mexico. *GradeDec* is a web-based decision support tool that assists federal, state, and local authority decision makers in evaluating the benefits and costs of highway-rail grade crossing upgrades, separations, and closures. The safety analysis function within *GradeDec* examines predicted accidents at grade crossings. The safety analysis is, essentially, a comparison of a "before" (base case) and "after" (alternative case) situation, where the base case represents the status quo, and the alternative case reflects the impacts of the crossing improvements. The safety analysis reflects a snapshot of current conditions and does not account for the forecasted growth of roadway traffic or rail operations. The Project's summary of predicted annual accidents is provided in **Table 5**.

Table 5: *Summary of Predicted Annual Accidents*

GradeDec Safety Analysis	Fatal	Injury	Property Damage Only	Total
Base	0.0020041456	0.004116142	0.0078321155	0.013952403
Alternative	0.000000	0.000000	0.000000	0.000000

GradeDec analyzes accident risk as the probability of an accident occurring at a crossing. The principal metric of accident risk is the number of annual predicted accidents at a crossing by severity category. For this analysis, accident risk was measured using The New Accident Prediction and Severity (APS) Model – a recently developed model that uses advanced statistical methods and recent crash and grade crossing inventory data. The results from the safety analysis for the Project conclude that all crash risk at the grade crossings would be eliminated with the construction of a new Texico bypass roadway alignment that will allow for the closure of three separate railroad crossings on BNSF's Hereford subdivision between Farwell, Texas and Texico, New Mexico.

The Project will provide additional safety benefits beyond what is predicted in the *GradeDec* safety analysis. The potential grade closures will vastly improve safety through fewer railroad crossing-related crashes and crashes related to vehicle queuing when warning devices are activated at the crossings. Since 2019, there have been 44 crashes closely located outside the intersections, eight of which involved rear end collisions. The potential construction of the grade separation would eliminate vehicle queuing as they wait for trains to cross, reducing the risk of rear end vehicle collisions as traffic approaches the crossing.

Construction of a grade separation also provides safer pedestrian crossings. According to the FRA's highway-rail grade crossing accident report, **there was an injury incident involving a bicyclist at the main state line crossing location in 2017**. Constructing a grade separation gives the opportunity to provide a safer route for bicyclists and pedestrians to cross the railroad, virtually eliminating rail exposure to vulnerable road users.

In summary, the construction of a new Texico bypass roadway alignment that will allow for the main railroad crossing on US 70/84 on the state line to be closed as well as the closure of two additional at-grade crossings will provide significant safety benefits by eliminating vehicle to train exposure, reducing pedestrian to train exposure, and reducing vehicle crashes involving collisions of queued traffic waiting for the trains to cross.

XI. Evaluation and Selection Criteria

Project Readiness

TxDOT is currently working towards a 60 percent design schematic which is expected to be completed in November of 2024. The 100 percent design schematic for the project is expected to be completed no later than December 31, 2024. TxDOT in coordination with NMDOT will be scheduling public hearings for the project in January/February 2025 and anticipates environmental clearance by April 2025. TxDOT is taking significant steps for the timely completion of final design to reach an anticipated project letting by October 2028. A project readiness schedule is provided in **Table 6**.

Table 6: *Project Readiness Schedule*

Activity	Start Date	Completion Date
100% Design Schematic	N/A	December 2024
Public Hearing	January 2025	February 2025
Environmental Clearance	December 2022	April 2025
ROW Acquisition	May 2025	May 2027
PS&E	August 2026	August 2028
Utility Coordination	January 2027	May 2028
Letting	N/A	October 2028

TxDOT and NMDOT are routinely engaged with BNSF on project reviews and meetings. Although agreements with BNSF have not yet been finalized, regular communication is expected to expedite the execution of necessary railroad agreements. Additionally, TxDOT has a dedicated railroad liaison engaged with the project design to minimize potential disruptions to BNSF operations.

This RCE grant application pertains to Track 3 (Final Design (FD)/Construction) funding, which will be used for constructing a new Texico bypass roadway alignment that will allow for the main railroad crossing on US 70/84 on the state line to be closed. In addition to the closing of the main railroad crossing on the state line, two more crossings will be closed because of the Project. The PE/NEPA phase will be completed by April 2025. The final design contractor for this Project will be selected by TxDOT independently of the RCE grant funding request.

TxDOT and NMDOT have collaborated closely over the past few years during the PE/NEPA phase of this Project. The non-federal match will be provided by TxDOT and NMDOT, with additional funding from BNSF. TxDOT will contribute $5.7 million, approximately 6% of the overall project cost. NMDOT will contribute $10 million, approximately 11% of the overall project cost. Additional funding commitments from BNSF of $2.6 million equates to a combined 20% non-federal share of nearly $18.3 million. This project has robust support, as demonstrated by a wealth of endorsements from the following stakeholders:

- City of Farwell
- Farwell EMS
- Farwell Fire
- Texico Fire and EMS
- Plateau
- Heartland Co-op

Technical Merit

The proposed tasks are appropriate for construction projects of similar size and scope based on TxDOT and NMDOT experiences on similar projects. The Project has, and will continue to undergo, thorough reviews of design and construction by licensed professional engineers considering relevant design criteria and federal, state, and local regulations.

The lead applicant for this grant is TxDOT, a unit of state government. As a State Department of Transportation, TxDOT is an eligible applicant with an extensive and successful history of delivering a sizeable federal aid program, including funds administered by the Federal Railroad Administration (FRA). TxDOT has a proven record of successfully managing grant funding including Railroad Crossing Elimination (RCE), Consolidated Rail Infrastructure and Safety Improvements (CRISI), Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and Infrastructure for Rebuilding America (INFRA) grants. TxDOT and NMDOT are experienced at procurement and project management targeted at successful and accountable project delivery. TxDOT is currently contracted with a qualified engineer for the design schematic. NMDOT will let all bids for construction using federally approved processes.

As detailed in the TxDOT Annual Financial Report for the state Fiscal Year ending on August 31, 2023, TxDOT total revenues were more than $16 billion with 9,392 construction projects in progress (and/or starting soon) valued at an estimated $30.4 billion.

TxDOT is governed by the five-member Texas Transportation Commission (TTC), and an Executive Director selected by the TCC. TTC members serve overlapping six-year terms and are appointed by the Governor with the advice and consent of the Texas Senate. The TTC provides statutory oversight, where the Executive Director and senior administrators oversee TxDOT's day- to-day operations.

The New Mexico State Transportation Commission (STC) sets NMDOT policy and oversees the use of the State Road Fund. The six-member STC is governor-appointed with a commissioner appointed to represent each district. As an oversight group, each of the commissioners bring unique private industry experiences that provide department managers with insight and expertise for the betterment of New Mexico's transportation system.

The Government Finance Officers Association (GFOA) has awarded TxDOT the Certificate of Achievement for Excellence in Financial Reporting each year since 2019 for its Annual Comprehensive Financial Report (ACFR). In addition, TxDOT received the Outstanding Achievement in Popular Annual Financial Reporting award for the second time for its 2022 Popular Annual Financial Report (PAFR). This award is the highest standard for the preparation and issuance of state and local government popular reports. As of August 31, 2023, TxDOT is made up of 12,751 Full Time Equivalent (FTE) positions. These dedicated and professional public servants include attorneys, administrators, financial experts, engineers, and many others who work together to realize the TxDOT mission: Connecting you with Texas.

NMDOT has a strengthened commitment to traffic safety, environmental excellence, and complete planning, design and engineering services. The NMDOT Vision Statement: Set the standard for a safe, reliable and efficient transportation system. The NMDOT Mission Statement: Provide a safe and efficient transportation system for the traveling public, while promoting economic development and preserving the environment of New Mexico.

The project includes financial support from the impacted rail carrier. BNSF will contribute to The project includes financial support from the impacted rail carrier. BNSF will contribute to the non-Federal matching funds as described in 23 CFR 646.210, for the elimination of existing highway-rail grade crossings at which active warning devices are in place. BNSF commits to the railroad share of the cost under Section 646.210(b)(3) based on the costs for preliminary engineering, right-of-way, and construction within the limits of the structure and approaches required to transition to a theoretical highway profile which would have been constructed if there were no railroad present, for the number of lanes on the existing highway, and in accordance with the current design standards of the State highway agency. Additionally, BNSF will be involved in the construction phase for surface road closure and grade separation construction activities through agreements with TxDOT and NMDOT.

TxDOT and NMDOT have the legal, financial, and technical capacity to carry out the proposed project. TxDOT and NMDOT have satisfactory continuing control over the use of the equipment and facilities, and the capability and willingness to maintain the equipment and facilities, in conjunction with BNSF as the railroad operator.

TxDOT and NMDOT are actively pursuing an innovative approach to project delivery. While detailed strategies are still in development during the ongoing final design phase, here are key considerations currently under review:

- **Integrated Turnkey Project Delivery**: This approach encompasses schematic refinements to right-of-way mapping, utility coordination, and final plans, specifications, and estimates (PS&E) for roadway and BNSF infrastructure. It emphasizes full project lifecycle stakeholder coordination across all agencies, enabling TxDOT and NMDOT to achieve streamlined deliverables for project letting.
- **Innovative Technology Implementation**: The Project will leverage the opportunity to provide new technology installation such as pedestrian crossing arms, new planking, and new signals that link to the railroad at the intersections of US 70 and College Street and US 60 and College Street.

The Project is consistent with planning guidance and documents set forth by USDOT, including those required by law, such as the Texas State Rail Plan developed under Title 49, United States Code, Chapter 227.

Project Benefits

(A) Improves Safety at Highway-Rail Grade Crossings

The new Texico bypass will allow for the closing of the main highway-rail grade crossing on US 70/84 on the state line between Farwell, Texas and Texico, New Mexico. In addition to the closing of the of the main crossing on the state line, two additional crossings will be closed upon the completion of the Project. The closure of the at the at-grade rail crossings significantly improve safety by virtually eliminating vehicle to rail exposure at the crossings while also lowering the risk of rear-end collisions from vehicles queuing at the crossing waiting for the train to cross.

(B) Proposes to grade separate, eliminate, or close one or more Highway-Rail or Pathway-Rail Grade Crossings

The completion of the Project proposes the closure of three grade crossings provided in **Table 7.**

Table 7: *Grade Crossing Closures*

US DOT Grade Crossing Inventory #	Proposed Improvement	Rail Operator	Railroad Owner	Latitude Coordinate	Longitude Coordinate
014787R	Closure	BNSF	BNSF	34.3887068	-103.043714
014788X	Closure	BNSF	BNSF	34.3875400	-103.046770
014790Y	Closure	BNSF	BNSF	34.3877200	-103.051370

(C) Improves the mobility of both people and goods

Trains occupy the main crossing on the state line three to four times every hour on average and blocked vehicles idle and wait from five to ten minutes for each oncoming train to pass. One train can have the crossing occupied followed immediately by another train from the opposite direction keeping the crossing occupied for a total of up to 20 minutes. The occupied crossings can create a queue of vehicles one mile long effectively blocking access for the cross streets and businesses along the roadway. Through the completion of the Project and the elimination of the at-grade rail crossings, movement between the communities will see a reduction in travel times and improvement in mobility. The Project will also allow for the addition of a new track for BNSF which will increase freight movement capacity on the rail line.

(D) Reduces emissions, protects the environment, and provides community benefit (including noise reduction)

The completion of the Project will significantly reduce emissions by eliminating vehicle idling while waiting for trains to cross at the crossing. The elimination of unnecessary vehicle idling times will also provide noise reductions through the reduction of vehicle idling time and the associated noises and train horns during train crossing events.

(E) Improves access to emergency services

Emergency responders based in both Texico and Farwell each provide support to the neighboring town in the event that one of the town's vehicles cannot reach a call quickly enough. When multiple units need to respond or if the train is blocking the crossing, it may be quicker for the one city to respond than the other. The barrier posed by the railway for both towns make it extremely difficult to respond to emergency situations in a reasonable timeframe, putting more lives and communities at risk. The closest hospital to Farwell and Texico is located in Clovis, New Mexico, which requires the ambulances to cross the railroad tracks when transporting patients to the hospital. The Farwell EMS Director states that approximately one-fourth of the ambulance trips report delays due to waiting at the crossing for a train. If the patient has a major trauma, the ambulance service must transport patients to Clovis where they have a higher level of care available. If a patient needs to be taken to Lubbock, Texas then the ambulance will take them to the Clovis airport, five miles from Farwell, to be taken by Aero Care. Delays due to passing trains cause delays to emergency management and residents traveling to get immediate care. The completion of the Project will significantly improve access to emergency services by eliminating the need to wait for trains to cross the railroad.

(F) Improves access to communities

The Project will improve the access between the communities of Farwell, Texas and Texico, New Mexico by reducing travel delay time that vehicles experience due to waiting for trains to cross at the main crossing on the state line between the two communities through the construction of the new Texico bypass roadway alignment. The grade separation will bridge communities and residents previously separated by the railroad tracks.

(G) Provides economic benefit

The Project provides economic benefit by providing better access between the communities of Farwell, Texas and Texico, New Mexico. The elimination of the at-grade vehicle crossings also provides significant economic benefits through a reduction in safety costs associated with crashes, reduction in travel delay time, decreased idling emissions costs, and improved resilient travel alternatives.

(H) Uses contracting incentives to employ local labor, to the extent permissible under federal law

The Project's implementation will contribute to workforce development by creating local job opportunities, fostering growth of small and disadvantaged businesses by improving access, and promoting skilled workforce development. TxDOT and NMDOT will support using geographical and economic hiring preferences, including local hire, for construction jobs, subject to any applicable Texas and New Mexico (county and/or city) laws, policies, and procedures. TxDOT and NMDOT are dedicated and committed to workforce development, including TxDOT's ConnectU2Jobs Program (CU2J), a joint effort between the Federal Highway Administration (FHWA) Highway Construction Workforce program and the TxDOT Civil Rights Division, created to help develop a skilled highway construction workforce in Texas. The New Mexico Department of Workforce Solutions and NMDOT are partnering to support NMDOT's Industry Credential Pipeline Program to help connect job seekers to career opportunities within the transportation industry. NMDOT created the program to prepare individuals for high-demand roles by integrating on-the-job learning and industry credentialing to build the transportation industry pipeline from an early stage in key areas such as planning, engineering, finance, budgeting, economics, commercial driver licensing, and Geographic Information Systems.

Administration Priorities

Safety

Investment in this stakeholder-supported grade crossing elimination project, selected through a robust data-driven prioritization process, is strongly justified with state and FRA incident data. The FRA Highway-Rail Grade Crossing Incidents Dashboard provides extensive safety data supporting investment in grade crossing safety improvements in Texas. **Figure 6** shows the total grade crossing incidents for 2020-2023. The largest number of highway-rail grade crossing incidents in the nation occurred in Texas. **Figure 7** shows injury and fatality incidents from 2020-2023 with Texas also leading the nation.

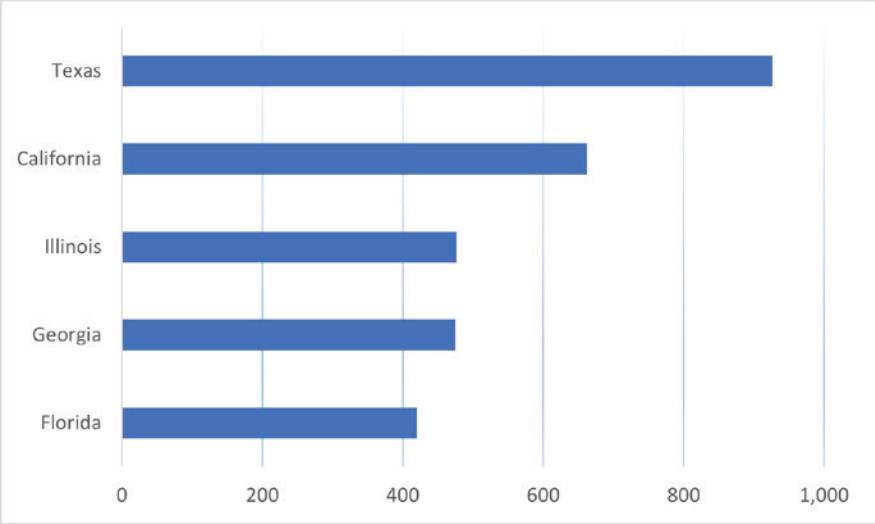

Figure 6: *Highway-Rail Incidents by State, 2020-2023*

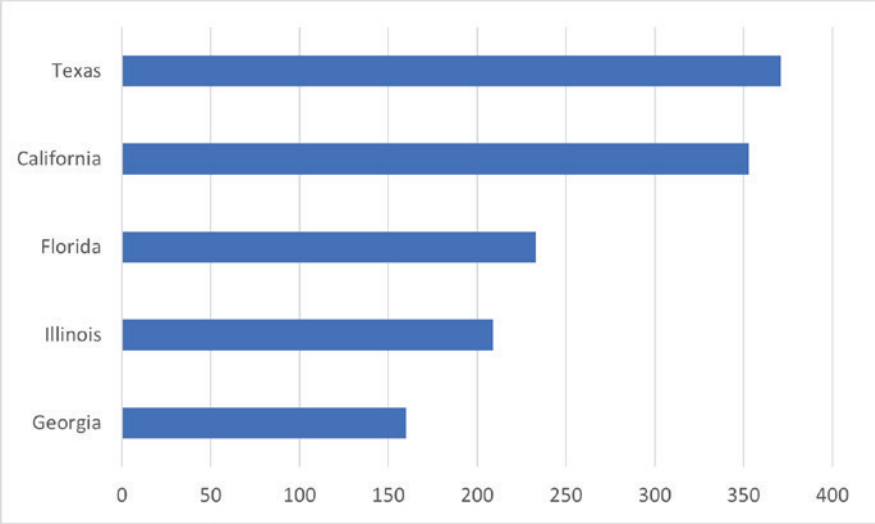

Figure 7: *Highway-Rail Injury and Fatality Incidents by State, 2020-2023*

The Project aligns with FRA's safety priority, aiming to establish a secure transportation system for people and goods. This involves eliminating three at-grade rail crossings by constructing a new Texico bypass roadway alignment with an elevated intersection that bridges the railroad and US 60, on the west side of Texico, to allow the US 70/84 traffic to travel in either direction on US 60 resulting in the closure of three at-grade rail crossings. By enhancing safety with these crossing closures, the Project will lead to reduced crashes, resulting in fewer injuries and less property damage.

Between 2019-2023, a total of 44 crashes occurred either at the main railroad crossing on US 70/84 or within 500 feet. Eliminating this crossing can be expected to eliminate vehicle to rail related crashes and will also significantly reduce rear-end vehicle crashes caused from vehicle queuing at the crossing. The Project will also eliminate two additional crossings which will carry additional safety benefits by eliminating vehicle to rail exposure at these locations.

In addition to significantly fewer crashes, this Project will also improve safety by reducing emergency response times from emergency vehicles who will no longer have to wait for a passing train at the crossing. The grade separation will eliminate this delay and ensure emergency vehicles can quickly and safely continue to their destination.

Climate Change and Sustainability

The Project supports this priority by implementing a grade separation that reduces traffic congestion, emissions and idling while enhancing energy efficiency and resilience. The grade separation will enable an elevated intersection, mitigating flooding risks caused by extreme weather events. The Project is not anticipated to have a negative impact on air quality based on emissions inventory analysis conducted for demolition and construction activities. Field and desktop investigations did not reveal any protected waters of special quality or concern, nor did they identify any protected drinking water resources within or adjacent to the Project area.

Equity and Justice40

The Project is designed to create positive outcomes that benefit the community. The total population in the Project is 2,522 (defined as the communities of Farwell, Texas and Texico, New Mexico with a half mile buffer of each community's footprint). Persons who identify themselves as a minority compromise 58% of the total population. Low-income populations account for 38% of the total. The communities in the Project area face several potential burdens due to current infrastructure challenges. These include:

- **Traffic Congestion Due to Frequent Freight Train Activity**: frequent activity of freight trains leading to traffic backups that can last up to 20 minutes and increased emissions from idling vehicles.
- **Emission and Pollution**: challenges in the Project area include diesel emissions ranging from the 51st to 53rd percentile and particulate matter emissions hovering at approximately the 28th percentile for the state (as per the *EJscreen* tool), emphasizing room for improvements.
- **Emergency Services Restrictions**: frequent activity of freight trains leading to traffic backups that can last up to 20 minutes has adverse impacts on emergency services access within the communities.

The Project includes a new Texico bypass roadway alignment that will allow for the main railroad crossing on US 70/84 on the state line to be eliminated. In addition to the closing of the main railroad crossing on the state line, two more crossings will be closed because of the Project. An elevated intersection will bridge the railroad and US 60, on the west side of Texico, to allow the US 70/84 traffic to travel in either direction on US 60. This is expected to significantly reduce emissions, contributing to a healthier and improved Project area.

Workforce Development, Job Quality, and Wealth Creation

The Project's implementation will contribute to workforce development by creating local job opportunities and fostering the growth of small and disadvantaged businesses by improving access and promoting skilled workforce development. Additionally, the Project's positive impact on transportation infrastructure will promote economic growth within the region, benefiting local communities and businesses.

NMDOT will follow Executive Order 14025, Worker Organizing and Empowerment (86 FR 22829), and Executive Order 14052, Implementation of the Infrastructure Investment and Jobs Act (86 FR 64335) in the letting of the Project . TxDOT and NMDOT will support using geographical and economic hiring preferences, including local hire, for construction jobs, subject to any applicable Texas and New Mexico (county and/or city) laws, policies, and procedures.

TxDOT will also support high-quality workforce development programs, including registered apprenticeship, labor-management training programs, and supportive services to help train, place, and retain people in good-paying jobs and apprenticeships for this Project and put in place plans to promote the hiring of workers.

XII. Project Implementation and Management

TxDOT in association with NMDOT will implement and manage the Project working closely with BNSF to deliver all elements. A Project Management Plan will be developed for managing the implementation of the proposed Project, including the management of mitigation of Project risks. TxDOT and NMDOT are well versed in project delivery from contracting, oversight, and change order management.

TxDOT and NMDOT have extensive experience managing and overseeing similar projects for highway-rail grade separations and intersection improvements. During the term of the grant or cooperative agreement, TxDOT as the FRA grantee, will submit the following to maintain conformance with federal requirements:

- **Progress Reports** on a quarterly basis (FRA Quarterly Progress Report)
- **Federal Financial Reports** on a quarterly basis (Federal Financial Report – SF-425)
- **Final Report** on or before the end of the period of performance (Final Performance Report)

To fulfill the affirmative steps requirement as per 2 CFR 200.321, TxDOT will implement strategies to engage and support small businesses. This includes outreach programs, subcontracting opportunities, and mentorship initiatives to enhance small business participation in project activities. TxDOT launched the Diverse Relationships for Informative Value Exchange (DRIVE) program in 2021 with the specific goal of enhancing the participation of emerging Disadvantaged Business Enterprise (DBE) firms in securing professional service contracts. Through the DRIVE Program, TxDOT seeks to foster meaningful relationships that facilitate the procurement process and promote inclusivity within project activities.

ELIMINATING RAIL CROSSINGS IN TEXAS AND NEW MEXICO PROJECT

List of Appendices

Appendix A. Letters of Funding Commitment and Support

Appendix B. Grant Agreement Attachments

- Article 4: Statement of Work
- Article 5: Award Dates and Estimated Project Schedule
- Article 6: Award and Project Financial Information
- Article 7: Performance Measurement Information

Appendix C. USDOT Crossing Inventory

Appendix D. Environmental Compliance Documentation

Appendix E. Draft or Finalized Agreement

Texas Department of Transportation

125 E 11th St | Austin, Texas 78701
512.463.8588
txdot.gov

September 16, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Buttigieg:

On behalf of the Texas Department of Transportation, I am pleased to present this application for the Railroad Crossing Elimination (RCE) Grant Program in collaboration with the New Mexico Department of Transportation (NMDOT). **The Eliminating Rail Crossings in Texas and New Mexico Project** (the Project) will result in the implementation of a much-needed highway-rail grade separation in Farwell, Texas and Texico, New Mexico.

The Project involves building a new Texico bypass that will facilitate the closure of the primary railroad crossing on US 70/84 at the state line. Additionally, two other railroad crossings will be closed as part of this initiative. This project reflects our joint commitment to creating a more integrated and efficient transportation network across our states.

TxDOT is committing $5,665,347 in non-federal funds of future eligible project costs as a local match for the Project should it be awarded RCE grant funds.

Thank you for considering this application. If you have any questions, please call me at (512) 305-9515 or you or your staff may contact Melanie Alvord, Director, Federal Affairs at Melanie.Alvord@txdot.gov or (512) 944-5135.

Sincerely,

Marc D. Williams, P.E.
Executive Director

cc: Steven P. Warren, P.E., District Engineer, Lubbock District
Jeffrey Davis, Director, Rail Division
Melanie Alvord, Director, Federal Affairs Section

New Mexico DEPARTMENT OF TRANSPORTATION

09/09/2024

Secretary Pete Buttigieg
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington DC, 20590

Re: Railroad Crossing Elimination (RCE) Grant Program

Dear Secretary, Buttigieg:

On behalf of the New Mexico Department of Transportation (NMDOT), I am pleased to present this application for the Railroad Crossing Elimination (RCE) Grant Program in collaboration with the Texas Department of Transportation (TxDOT). The Eliminating Rail Crossings in Texas and New Mexico Project will result in the implementation of a much-needed highway-rail grade separation in Farwell, Texas and Texico, New Mexico. The Project will construct a new Texico bypass roadway alignment that will allow for the main railroad crossing on US 70/84 on the Stateline to be closed. In addition to the closing of the main railroad crossing on the Stateline two more crossings will be closed because of the Project. This project is a testament to our shared vision for a more connected and efficient transportation network between our states.

NMDOT is committing $10,000,000 in non-federal funds of future eligible project costs as local match for the Eliminating Rail Crossings in Texas and New Mexico Project should it be selected for the award of the RCE grant funds.

If you have questions, please reach out me at ricky.serna@dot.nm.gov. (505)-412-7864. Thank you for your consideration of this important project.

Sincerely,

Ricky Serna Digitally signed by Ricky Serna
Date: 2024.09.10 21:14:03 -06'00'

Ricky Serna,
Cabinet Secretary
NM Department of Transportation

Michelle Lujan Grisham
Governor

Ricky Serna
Cabinet Secretary

Commissioners

Vacant
Commissioner
District 1

Gary Tonjes
Commissioner
District 2

Hilma E. Chynoweth
Commissioner, Vice Chairman
District 3

Walter G. Adams
Commissioner, Chairman
District 4

Thomas C. Taylor
Commissioner
District 5

Charles Lundstrom
Commissioner, Secretary
District 6

General Office | P. O. Box 1149 | Santa Fe, NM 87504

French Thompson
General Director
Public Infrastructure & Investments

BNSF Railway Company
P. O. Box 961502
Fort Worth, TX 76161-0052

2600 Lou Menk Drive
Fort Worth, Texas 76131-2830
(817) 352-1549

French.Thompson@BNSF.com

September 23, 2024

Amit Bose, Administrator
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Subject: Letter of Support – Texico/Farwell Grade Separation

Dear Administrator Bose,

BNSF Railway supports efforts by the Texas Department of Transportation to secure federal discretionary funding under the 2023/2024 Railroad Crossing Elimination (RCE) grant for the Texico/Farwell Grade Separation project. If awarded, funding will go towards a new grade separation project that spans between Farwell, Texas and Texico, New Mexico. BNSF would be willing to contribute $2,600,000.00 in private matching funds towards the $91,326,735.00 total project cost, if the request of $73,061,388.00 is granted in RCE funds.

This request will advance final design and construction of a new bypass roadway alignment that will allow for the railroad crossing on US 70/84 (DOT No. 014787R) on the border of Texas and New Mexico to be closed. In addition to the closing of the US70/84 crossing, a new elevated intersection will bridge the railroad and US 60, on the west side of Texico, to allow the US 70/84 traffic to travel in either direction on US 60. This crossing is identified in the Texas and New Mexico State Rail Plans and the Texas Statewide Study of Grade Separation Candidates as a high priority for crossing elimination to improve safety, mobility, and reliability, and provide unimpeded access across the tracks for emergency responders. The new grade separated crossing will also allow for the closure of multiple at-grade crossings in Texico, further enhancing the benefits of this important project.

BNSF values our working relationship with the Texas Department of Transportation and is prepared to work with all involved public agencies on further development of this project, subject to satisfactory review of funding requirements, final engineering, and entering into definitive agreements as may be required by BNSF or other project stakeholders.

BNSF appreciates your thorough review of this application and looks forward to continuing its relationship with the Texas Department of Transportation through this important project.

Sincerely,

French Thompson
General Director – Public Infrastructure & Investments

September 27, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing to express my strong support for the Texas Department of Transportation and the New Mexico Department of Transportation's application for the FY 2024 Rail Crossing Elimination (RCE) Program discretionary grant funding. The grant is sought for the Eliminating Rail Crossings in Texas and New Mexico Project, which aims to connect US 60 and US 70/84 over the Burlington Northern Santa Fe Railroad (BNSF) in Farwell, Parmer County, Texas, and Texico, Curry County, New Mexico.

This vital project involves the elimination of three active at-grade highway-rail crossings by constructing a four-lane roadway to the south of the BNSF railway. Additionally, the project will include a grade-separated interchange to facilitate connections between US 70/84 in Farwell, Texas, and US 60 in Texico, New Mexico. As part of the improvements, the at-grade highway-rail crossing at the Texas-New Mexico state line, which currently connects US 60/70/84, will be closed. Furthermore, the at-grade highway-rail crossings at S. Garwood St. will be closed and the crossing at S. Curry Road C. will also be closed.

The significance of this project, both nationally and regionally, cannot be overstated. The grade separation of US 60/70/84 over the BNSF railway will greatly enhance safety by reducing crash exposure, improve mobility by removing the existing highway-rail grade crossings, and eliminate barriers for the community, including emergency service providers.

Thank you for considering this important project for grant funding. I am pleased to support the Texas Department of Transportation and the New Mexico Department of Transportation in their efforts and encourage you to approve their application. Please feel free to contact my office if you have any questions or need further information.

Sincerely,

Kevin D. Sparks
Texas State Senator
District 31

John Smithee
State Representative
District 86

The State of Texas
House of Representatives
Austin, Texas

Counties:
Armstrong
Dallam
Deaf Smith
Hartley
Oldham
Parmer
Randall

September 19, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing to express my strong support for the Texas Department of Transportation and the New Mexico Department of Transportation's application for the FY 2024 Rail Crossing Elimination (RCE) Program discretionary grant funding. The grant is sought for the Eliminating Rail Crossings in Texas and New Mexico Project, which aims to connect US 60 and US 70/84 over the Burlington Northern Santa Fe Railroad (BNSF) in Farwell, Parmer County, Texas, and Texico, Curry County, New Mexico.

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Thank you for considering this important project for grant funding. I am pleased to support the Texas Department of Transportation and the New Mexico Department of Transportation in their efforts and encourage you to approve their application. Please feel free to contact my office if you have any questions or need further information.

Yours Very Truly,

John Smithee

Capitol: P.O. Box 2910 • Austin, Texas 78768-2910 • 512-463-0702 • FAX: 512-476-7016
320 S. Polk, Lobby Box 28 • Amarillo, Texas 79101 • 806-372-3327 • FAX: 806-342-0327

City of Farwell

May 28, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am pleased to extend my support to the Texas Department of Transportation and the New Mexico Department of Transportation's application for FY 2024 Rail Crossing Elimination (RCE) Program discretionary grant funding for the *Texico Elevated Bridge* connecting US 60 and US 70/84 over Burlington Northern Santa Fe Railroad (BNSF) in both Farwell, Parmer County, Texas and Texico, Curry County, New Mexico.

The project will eliminate three active at-grade highway-rail crossings by constructing a four-lane roadway south of the BNSF railway. The constructed roadway would also comprise of a grade separated interchange to connect US 70/84 in Farwell, Texas and US 60 in Texico, New Mexico. The active at-grade highway-rail crossing at the Texas and New Mexico Stateline which connects both communities on US 60/70/84 will be closed. The active at-grade highway-rail crossings at S. Garwood St. would close access north of the new roadway and stop at the existing BNSF right-of-way on the North side of the railway. The active at-grade highway-rail crossing at S. Curry Road C. would effectively be closed.

As a nationally and regionally significant project, the grade separation of US 60/70/84 over the BNSF railway provides improved safety through the reduction of crash exposure, increases mobility with the removal of the highway-rail grade crossings, and eliminates barriers for the community, specifically emergency service providers.

Thank you for your consideration of this project application for grant funding, and for the opportunity to support the Texas Department of Transportation and the New Mexico Department of Transportation in their efforts. Please don't hesitate to contact my office if you have any questions or concerns.

Sincerely,

Daniel Kaltwasser
Fire Chief

P.O. Box 338 Farwell, TX 79325 806-481-3620

City of Farwell

Mayor Stephen Schilling
Alderman Gary White
Alderman Kelly Patrick
Alderman Mario Lara
Alderman Billy May
Alderman Sam Webb

Judge Donna Mitchell
Chief Larry Kelsay
City Secretary Sheila Jennings

May 28, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am pleased to extend my support to the Texas Department of Transportation and the New Mexico Department of Transportation's application for FY 2024 Rail Crossing Elimination (RCE) Program discretionary grant funding for the *Texico Elevated Bridge* connecting US 60 and US 70/84 over Burlington Northern Santa Fe Railroad (BNSF) in both Farwell, Parmer County, Texas and Texico, Curry County, New Mexico.

The project will eliminate three active at-grade highway-rail crossings by constructing a four-lane roadway south of the BNSF railway. The constructed roadway would also comprise of a grade separated interchange to connect US 70/84 in Farwell, Texas and US 60 in Texico, New Mexico. The active at-grade highway-rail crossing at the Texas and New Mexico Stateline which connects both communities on US 60/70/84 will be closed. The active at-grade highway-rail crossings at S. Garwood St. would close access north of the new roadway and stop at the existing BNSF right-of-way on the North side of the railway. The active at-grade highway-rail crossing at S. Curry Road C. would effectively be closed.

As a nationally and regionally significant project, the grade separation of US 60/70/84 over the BNSF railway provides improved safety through the reduction of crash exposure, increases mobility with the removal of the highway-rail grade crossings, and eliminates barriers for the community, specifically emergency service providers.

Thank you for your consideration of this project application for grant funding, and for the opportunity to support the Texas Department of Transportation and the New Mexico Department of Transportation in their efforts. Please don't hesitate to contact my office if you have any questions or concerns.

Sincerely,

Sheila Jennings
City Secretary

P.O. Box 338 Farwell, TX 79325 806-481-3620

City of Farwell

May 28, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am pleased to extend my support to the Texas Department of Transportation and the New Mexico Department of Transportation's application for FY 2024 Rail Crossing Elimination (RCE) Program discretionary grant funding for the *Texico Elevated Bridge* connecting US 60 and US 70/84 over Burlington Northern Santa Fe Railroad (BNSF) in both Farwell, Parmer County, Texas and Texico, Curry County, New Mexico.

The project will eliminate three active at-grade highway-rail crossings by constructing a four-lane roadway south of the BNSF railway. The constructed roadway would also comprise of a grade separated interchange to connect US 70/84 in Farwell, Texas and US 60 in Texico, New Mexico. The active at-grade highway-rail crossing at the Texas and New Mexico Stateline which connects both communities on US 60/70/84 will be closed. The active at-grade highway-rail crossings at S. Garwood St. would close access north of the new roadway and stop at the existing BNSF right-of-way on the North side of the railway. The active at-grade highway-rail crossing at S. Curry Road C. would effectively be closed.

As a nationally and regionally significant project, the grade separation of US 60/70/84 over the BNSF railway provides improved safety through the reduction of crash exposure, increases mobility with the removal of the highway-rail grade crossings, and eliminates barriers for the community, specifically emergency service providers.

Thank you for your consideration of this project application for grant funding. As EMS Director of Farwell EMS and a leader in local emergency management, I can assure you that the entire local emergency response system supports this project. The need for this project has existed for many years. Until now this project has seemed an impossible dream. Please don't hesitate to contact my office if you have any questions or concerns.

Sincerely,

Weldon Kube

Farwell EMS

PO Box 338

Farwell TX 79325 (575)-799-3996

Ayssa Trevino

From: Tom Hauschel <THauschel@heartlandcoop.com>
Sent: Monday, June 10, 2024 11:28 AM
To: LBB_Projects
Subject: Farwell/Texico Bridge Project

Follow Up Flag: Follow up
Flag Status: Flagged

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Kylan,
Heartland Co-op supports the latest project layout that utilizes the Heartland Co-op land and elevator location in Texico. When the project gets closer to final approval, please reach out to us to work out details of the land acquisition.

Regards,

HEARTLAND CO-OP
Tom Hauschel| CEO & General Manager
P: 515-974-4359 | C: 515-238-4787 | E: thauschel@heartlandcoop.com
"Helping farmers produce and market profitably"

PLATEAU

May 20, 2024

TxDot Lubbock District
Attn: Environmental Office
135 Slaton Road
Lubbock, TX 79404

To whom it may concern:

This letter is provided to show support for the Farwell – Texico Elevated Bridge Project. This is the proposed elevated bridge (relief route) that would allow the traveling public to access the south side of Texico, NM and provide direct access onto US 70/84 in Farwell, TX. This new design was first unveiled to Plateau at a meeting our staff attended in person in Texico, NM on May 9, 2024.

This design would spare Plateau's central office, located in Farwell, NM. This office provides communications services in Farwell and Texico, as well as provides a gateway to communications services in other areas of Texas. The cost to move this critical structure would be millions of dollars. We appreciate the coordinating parties revisiting the project and developing an additional option that we could support.

Sincerely,

Launa Waller
CEO

Texico Volunteer Fire Department
PO Box 78
Texico, New Mexico 88135

May 31, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am pleased to extend my support to the Texas Department of Transportation and the New Mexico Department of Transportation's application for FY 2024 Rail Crossing Elimination (RCE) Program discretionary grant funding for the *Texico Elevated Bridge* connecting US 60 and US 70/84 over Burlington Northern Santa Fe Railroad (BNSF) in both Farwell, Parmer County, Texas and Texico, Curry County, New Mexico.

The project will eliminate three active at-grade highway-rail crossings by constructing a four-lane roadway south of the BNSF railway. The constructed roadway would also comprise of a grade separated interchange to connect US 70/84 in Farwell, Texas and US 60 in Texico, New Mexico. The active at-grade highway-rail crossing at the Texas and New Mexico Stateline which connects both communities on US 60/70/84 will be closed. The active at-grade highway-rail crossings at S. Garwood St. would close access north of the new roadway and stop at the existing BNSF right-of-way on the North side of the railway. The active at-grade highway-rail crossing at S. Curry Road C. would effectively be closed.

As a nationally and regionally significant project, the grade separation of US 60/70/84 over the BNSF railway provides improved safety through the reduction of crash exposure, increases mobility with the removal of the highway-rail grade crossings, and eliminates barriers for the community, specifically emergency service providers.

Thank you for your consideration of this project application for grant funding, and for the opportunity to support the Texas Department of Transportation and the New Mexico Department of Transportation in their efforts. Please don't hesitate to contact my office if you have any questions or concerns.

Sincerely,

Diane R. Queener, Chief

Texico Fire Dept

ARTICLE 4: STATEMENT OF WORK

General Project Description

Instructions: Provide a concise description of the Project funded under this Agreement. Section 4.1 should state the objective of the Project and the benefits that that the Project is intended to achieve. Project objectives and benefits inform—and should be consistent with—the Performance Measures in Article 7 of this Attachment 2, Performance Measurement Information.

The Texas Department of Transportation (TxDOT) and the New Mexico Department of Transportation (NMDOT) with support from BNSF Railway (BNSF) are using Rail Crossing Elimination (RCE) grant program funding to construct The Eliminating Rail Crossings in Texas and New Mexico Project (Project). The Project will result in the implementation of a much-needed highway-rail grade separation in Farwell, Texas and Texico, New Mexico. The Project will construct a new Texico bypass roadway alignment that will allow for the main railroad crossing on US 70/84 on the state line to be closed. In addition to the closing of the main railroad crossing on the state line two more crossings will be closed because of the Project. An elevated intersection will bridge the railroad and US 60, on the west side of Texico, to allow US 70/84 traffic to travel in either direction of US 60.

Project Location

Instructions: Provide information related to the geographic scope of the Project and identify important, related intercity corridors or service. The Project location should be specific and detailed, including GPS location(s) and mileposts, where possible. Planning projects should identify the study area and provide a map identifying, at a minimum, the major markets intended to be served.

The Project is located on the state line of Farwell, Texas and Texico, New Mexico. The main state line impacted crossing is owned by BNSF and is located within the Hereford subdivision of the Kansas Division at railroad milepost 0647.272. There are two additional crossings that will be closed because of the project. Crossing information is provided below.

US DOT Grade Crossing Inventory #	Proposed Improvement	Rail Operator(s)	Railroad Owner	Latitude Coordinate	Longitude Coordinate	Total Day Through Trains	Total Night Through Trains
014787R	Closure	BNSF	BNSF	34.388706 8	-103.043714	35	35
014788X	Closure	BNSF	BNSF	34.387540 0	-103.046770	35	35

014790Y	Closure	BNSF	BNSF	34.3877200	-103.051370	35	35

Project Scope

Instructions: In this Section, divide the Project scope into discrete and delineable tasks. If the Project funded under this Agreement is part of a larger effort, describe that larger effort, but link tasks specifically to the FRA-funded portion of the Project. Clearly define the work to be performed in each task and be sure tasks are linked to deliverables and incorporated into the Project Schedule. Use the instructions below to develop this Section.

The Recipient will notify FRA in writing of any requested changes in Project Scope and will not proceed with the changed scope unless approved by FRA in writing. If approved, changes to Project Scope may require additional environmental review or an amendment to this Agreement.

Task 1: Project Administration and Management

Subtask 1.1: Project Administration

Instructions: Identify all Project partners and other entities responsible for implementing the Project. Identify all actions the Recipient will perform to ensure the effective management and oversight of the Project.

The Recipient will perform all tasks required for the Project through a coordinated process, which will involve affected railroad owners, operators, and funding partners, including:

[list parties other than the Recipient and identify role]
FRA
New Mexico DOT – project partner

The Recipient will facilitate the coordination of all activities necessary for implementation of the Project. The Recipient will:

If not held prior to award, include: participate in a Project kickoff meeting with FRA following award;
complete necessary steps to hire a qualified consultant/contractor to perform required Project work, as necessary;
hold regularly scheduled Project meetings with FRA;
inspect and approve work as it is completed; and
participate in other coordination, as needed.

Subtask 1.2: Project Management Plan

The Recipient will prepare a Project Management Plan (PMP), that describes how the Project will be implemented and monitored to ensure effective, efficient, and safe delivery of the Project on time

and within budget. The PMP will describe, in detail, the activities and steps necessary to complete the tasks outlined in this Statement of Work.

The PMP will include a Project Schedule and Project Budget for the work to be performed under this Agreement. The Project Schedule will be consistent with the Estimated Project Schedule in Section 5.2 of this Attachment 2, but provide a greater level of detail. Similarly, the Project Budget should be consistent with the Approved Project Budget in Section 6.5 of this Attachment 2, but provide a greater level of detail.

The Recipient will submit the PMP to FRA for review and approval. The Recipient will implement the Project as described in the approved PMP. The Recipient will not begin work on subsequent tasks until FRA has provided written approval of the PMP, unless FRA has provided pre-award authority for such work under Section 6.6 of this Attachment 2. FRA will not reimburse the Recipient for costs incurred in contravention of this requirement.

FRA may require the Recipient to update the PMP. The Recipient will submit any such updates to FRA for review and approval, and FRA will determine if updates to the PMP require an amendment to this Agreement. The Project Budget and Project Schedule may be revised consistent with Article 5 of Attachment 1 of this Agreement without amending this Agreement.

Instructions: For capital projects, as defined in the Notice of Funding Opportunity, include the following:

The Recipient will identify agreements governing the construction, operation, and maintenance of the Project in the PMP. If requested by FRA, the Recipient will provide FRA the final, executed copies of any agreements within ten business days of the request.

The PMP will be consistent with the FRA Guidance on Development and Implementation of Railroad Capital Projects (Railroad Capital Projects Guidance) and 49 U.S.C. § 22903, as applicable.

Note: As identified in the Railroad Capital Projects Guidance, the Project Budget for a capital project should be based on a Capital Cost Estimate for the Project. The level of effort required to prepare a Capital Cost Estimate varies based on Project cost, scope, and complexity.

For Major Projects and for Non-Major Projects where FRA determines it is appropriate based on Project cost, scope, and complexity, FRA will work with the Recipient prior to obligation to develop and document expectations and requirements for preparing a Capital Cost Estimate and Financial Plan. These may be included under Task 1 of Section 4.3 of this Attachment 2 as separate subtasks and/or deliverables.

Instructions: For all projects, include the following:

Subtask 1.3: Project Closeout

The Recipient will submit a Final Performance Report as required by Section 7.2 of Attachment 1 of this Agreement, which should describe the cumulative activities of the Project, including a complete description of the Recipient's achievements with respect to the Project objectives and milestones.

Task 1 Deliverables:

Deliverable ID	Subtask	Deliverable Name
1.1	1.2	Project Management Plan
1.2	1.3	Final Performance Report

Task 2: Right of Way Acquisition

Instructions: Provide a description of the task and the deliverables that will be completed under the task.

ROW Acquisition is a crucial component of the Project. The Grantee will identify and acquire all necessary ROW that may be impacted by the construction of the grade separation. This involves engaging with landowners and engineers to determine the exact location and extent of ROW acquisitions. Coordination efforts will focus on maximizing ROW use to ensure smooth project execution.

Task 2 Deliverables:

Instructions: Identify required deliverables to be completed under this task.

Deliverable ID	Deliverable Name
2.1	ROW Acquisition

Task 3: Utility Relocation

Instructions: Provide a description of the task and the deliverables that will be completed under the task.

Utility coordination and relocation are crucial components of the Project. The Grantee will identify, coordinate, and relocate all utilities that may be impacted by the construction of the grade separation.

This involves engaging with utility companies, municipalities, and other stakeholders to determine the exact location and extent of utility relocations. Coordination efforts will focus on minimizing disruptions to utility services during the construction phase to ensure smooth project execution. Additionally, all necessary permits and approvals related to utility relocation will be obtained in a timely manner to keep the project on schedule. Close collaboration and communication with utility providers and relevant authorities will be maintained throughout the duration of the project to address any unforeseen challenges and ensure successful completion of utility coordination and relocation tasks.

Task 3 Deliverables:

Instructions: Identify required deliverables to be completed under this task.

Deliverable ID	Deliverable Name
3.1	Utility Relocation

Task 4: Construction

Instructions: Provide a description of the task and the deliverables that will be completed under the task.

The Grantee will complete construction of the Project in accordance with the approved Categorical Exclusion and the Final Design approved by FRA. The Grantee is responsible for ensuring that all mitigation commitments identified in the Categorical Exclusion and any associated permits are implemented during construction. The Grantee in partnership with New Mexico DOT will construct a new Texico bypass roadway alignment that will allow for the main railroad crossing on US 70/84 on the state line to be closed. In addition to the closing of the main railroad crossing on the state line two more crossings will be closed because of the Project. An elevated intersection will bridge the railroad and US 60, on the west side of Texico, to allow the US 70/84 traffic to travel in either direction on US 60. The road will be elevated gradually meeting current design criteria and retaining wall structures will be used to minimize ROW impacts. Proposed bridges will provide the necessary clearance over the freight rail tracks. The at-grade crossings and the roadway beneath the overpass will be removed along with the existing vehicular traffic signal systems. The construction phasing will be developed during the final design stage and will be coordinated with the agency partners and railroads within specific construction windows.

Task 3 Deliverables:

Instructions: Identify required deliverables to be completed under this task.

Deliverable ID	Deliverable Name
4.1	Construction

Additional Task: [Task Title]

Instructions: If the Recipient proposes an Additional Task, in addition to Tasks 1–3, that the Recipient may accomplish if there are Project Cost Savings in accordance with Section 5.5 of Attachment 1 of this Agreement, FRA will consider factors such as the following, and other factors as determined appropriate by FRA, when assessing whether to include an Additional Task:

- *whether the task was included in the Application;*
- *the reason the task was excluded from the scope of this Agreement (e.g., insufficient funds);*
- *the relationship between the revised scope and the purpose for which the Project was selected;*
- *the anticipated success of the Project without the Additional Task;*
- *the Recipient's performance under the grant; and/or*
- *whether deselecting and reallocating funds would better advance program goals.*

If FRA determines it is appropriate to include an Additional Task, describe the task, deliverables, and estimated budget for that Task.

The Recipient will not perform this Task unless: (1) all other work under this Agreement is complete, and

(2) FRA provides the Recipient with written approval to proceed with this Additional Task in accordance with Section 5.5 of Attachment 1 of this Agreement.

Additional Task Deliverables:

Instructions: Identify required deliverables to be completed under this task.

Deliverable ID	[Subtask]	Deliverable Name
[]	[insert relevant subtask]	[insert deliverable name]

[]	[insert relevant subtask]	[insert deliverable name]

Instructions: If no Additional Task is requested or FRA determines it is not appropriate to include an Additional Task, include the following:

None.

Implement Required Environmental Commitments

The Recipient will implement the Project consistent with the documents and environmental commitments identified below.

Instructions: To be completed in coordination with an FRA environmental protection specialist. If there are environmental commitments in the National Environmental Policy Act (NEPA) decision document, Section 106 Programmatic Agreement (PA), or Memorandum of Agreement (MOA), or in other documents or correspondence associated with the environmental review for the Project, include and complete Table 4-A.

Table 4-A: Environmental Commitments

Document Type	Commitment Reference	Document Date
TBD	TBD	TBD

Instructions: If there are no environmental commitments for the Project, include the following:

None.

Instructions: If the award is for both Project development and Project implementation lifecycle stages, include the following:

The Recipient will implement any environmental commitments identified through the NEPA process conducted under Task [insert task number and title].

ARTICLE 5: AWARD DATES AND ESTIMATED PROJECT SCHEDULE

Award Dates

Budget Period End Date: TBD, the budget period end date is reflected on the Grant Agreement. Program funding that is obligated under this Grant Agreement remains available until expended.

Period of Performance End Date: TBD, the period of performance end date is reflected on the Grant Agreement. Program funding that is obligated under this Agreement remains available until expended.

Estimated Project Schedule

Milestones associated with this Agreement are identified in Table 5-A: Estimated Project Schedule. The Recipient will complete these milestones to FRA's satisfaction by the Schedule Date, subject to Article 5 of Attachment 1 of this Agreement. The Recipient will notify FRA in writing when it believes it has achieved the milestone.

Note: The Estimated Project Schedule should identify significant milestones in Project advancement, such as completion of tasks. It should not include incremental steps toward meeting those milestones, which should instead be included in the detailed schedule provided as part of the PMP. Section 5.3 of Attachment 1 of this Agreement provides that the Recipient will request an amendment to update the Estimated Project Schedule if the Recipient's estimate for a milestone changes to a date that is more than six months after the date listed.

Instructions: Illustrative milestones are identified in the below table. Provide additional or alternative milestones as appropriate for the Project.

Table 5-A: Estimated Project Schedule

Milestone	Schedule Date
Environmental Clearance	April 2025
ROW Acquisition	May 2025 – May 2027
PS&E	August 2026 – August 2028
Utility Coordination	January 2027 – May 2028
Final Design Acceptance	August 2028
Begin Construction	February 2029
Construction Completion	August 2031

ARTICLE 6: AWARD AND PROJECT FINANCIAL INFORMATION

Award Amount

Agreement Federal Funds: $73,061,388 [Insert the total amount of Federal funds obligated under this Agreement.]

Instructions: If the award is a phased funding agreement, also include:

Contingent Commitment: $[insert the total amount of Contingent Commitment in Table 6-D: Contingent Commitment by Fiscal Year]

Federal Obligation Information

Federal Obligation Type: Single [Single or Phased]

Federal Authorization and Funding Source.

Authorizing Statute: Public Law 117-58 (2021); 49 U.S.C. 22909. [insert statute]

Appropriation: Infrastructure Investment and Jobs Act, division J, title II, Public Law 117-58 (2021). [insert appropriation including fiscal year]

Funding Availability

Program funding that is obligated under this Agreement remains available until expended. [insert "expended" or the date certain after which funding is no longer available].

Approved Project Budget

The estimated total Project cost under this Agreement is $91,326,735[insert amount of total Project cost estimate].

FRA will contribute a maximum of 80 [percent amount] percent of the total Project cost, not to exceed the Agreement Federal Funds in Section 6.1 of this Attachment 2. FRA will fund the Project at the lesser amount of the Agreement Federal Funds or the FRA maximum contribution percentage of total Project costs.

The Recipient will contribute $15,665,347[insert amount] in Agreement Non-Federal Funds. Recipient's Agreement Non-Federal Funds are comprised of cash [insert whether the Recipient is contributing cash contributions and the amount, in-kind contribution and the value, or a combination of both].

The Recipient will complete the Project to FRA's satisfaction within the Approved Project Budget, subject to Article 5 of Attachment 1 of this Agreement.

Instructions: Complete Tables 6-A and 6-B to identify the Approved Project Budget by Task and by Source. Remove any rows or columns that are not applicable or note in the table that those rows/columns are not applicable. Both tables may need to be modified or expanded for more complex projects, or, for example, to identify more than one source of non-Federal funds.

Table 6-A: Approved Project Budget by Task

Task #	Task Title	Agreement Federal Funds	Agreement Non-Federal Funds	[Other Federal Funds]	[Other Non-Federal Funds]	Total
1	Project Administration and Management	$0	$0	$0	$0	$0
2	ROW Acquisition	$4,644,305	$1,161,077	$0	$0	$5,805,382
3	Utility Relocation	$3,894,490	$973,622	$0	$0	$4,868,112
4	Construction	$64,522,593	$13,530,648	$0	$2,600,000	$80,653,241
	Total	**$73,061,388**	**$15,665,347**	**$0**	**$2,600,000**	**Total Project Cost: $91,326,735**

Table 6-B: Approved Project Budget by Source

Funding Source	Total Amount	Percentage of Total Project Cost
Federal Share	$73,061,388	80%
Agreement Federal Funds	$73,061,388	80%
[FRA Grant Program] RCE	$73,061,388	80%

[Other Federal Funds]	$0	0%
[Source 1]	$0	0%
[Source 2]	$0	0%
Agreement Non-Federal Funds	$15,665,347	17%
[Source 1] Texas Department of Transportation	$5,665,347	6%
[Source 2] New Mexico Department of Transportation	$10,000,000	11%
[Other Non-Federal Funds]	$2,600,000	3%
[Source 1] BNSF	$2,600,000	3%
[Source 2]	$	%

Pre-Award Costs

Instructions: If the Recipient has not incurred advance or pre-award costs, include the following:

None. Consistent with 2 C.F.R. part 200, costs incurred before the date of this Agreement are not allowable costs under this award. FRA will neither reimburse those costs under this award nor consider them as a non-Federal cost-sharing contribution to this award.

Instructions: If the Recipient has incurred advance or pre-award costs for the Project consistent with 2 C.F.R. part 200, include and complete the following:

On [insert date], FRA provided pre-award authority for cost incurrence for the following costs for the Project in response to Recipient's request:

Task #	Task Name	Agreement Federal Funds	Agreement Non-Federal Funds	Total Cost

1		$	$	$
	Total	**$**	**$**	**$**

The above pre-award costs were necessary for efficient and timely performance of the scope of work and were incurred directly pursuant to the negotiation and in anticipation of this Agreement.

Phased Funding Agreement

Instructions: If this Agreement is not a phased funding agreement, include the following:

Not applicable.

Instructions: If this Agreement is a phased funding agreement, include the following:

This Agreement is a phased funding agreement under 49 U.S.C. § 24911(g)(2). The maximum amount of Federal financial assistance ((49 U.S.C. § 24911(g)(2)(B)(ii)) for the Project will not exceed the maximum Federal share (80 percent) of the total costs of the Project (49 U.S.C. § 24911(f)(2)).

The total amount of funds that may be obligated under this Agreement is $[insert amount], which is the sum of the Agreement Federal Funds and the Contingent Commitment identified in Section 6.1 of this Attachment 2.

This Agreement obligates the Agreement Federal Funds, which is the same as the total amount of funds described in Table 6-C: Obligation by Fiscal Year. Through this Agreement, FRA agrees to obligate the Contingent Commitment pursuant to the terms in Section 6.7. FRA scheduled and allocated the Contingent Commitment as described in Table 6-D: Contingent Commitment by Fiscal Year.

This Agreement does not obligate Federal funds, other than the Agreement Federal Funds identified in Section 6.1 of this Attachment 2. The Contingent Commitment is not an obligation of the Government.

Under this phased funding agreement, the Recipient may incur costs for eligible activities as is reasonably necessary to advance the Project prior to obligation of the Contingent Commitment, without prejudice to future reimbursement of the costs, to the extent that such costs are incurred in accordance with all applicable Federal requirements and this Agreement.

To request that FRA obligate the scheduled portion of the Contingent Commitment as described in Table 6-D, the Recipient will request an amendment to this Agreement as provided in Article 15 of Attachment 1 of this Agreement. The Recipient will not request such an amendment more than once every 12 months. Such amounts are subject to the terms and conditions of this Agreement upon obligation.

Unless otherwise determined by the Administrator, FRA's obligation of all or portions of the Contingent Commitment is subject to the availability of Federal funds, program authority, and FRA's determination of satisfactory performance by the Recipient under this Agreement. In assessing performance, FRA will consider whether:

(a) the Recipient is in compliance with the terms and conditions of this Agreement;
(b) the Recipient confirms that all statements and representations made in the Federal System for Awards Management, in the Application, and in this Agreement are true and correct as of the request to obligate contingently committed funds; and
(c) FRA has not terminated this Agreement under Article 10 of Attachment 1 of this Agreement nor provided notice of intent to terminate under Article 9 of Attachment 1 of this Agreement.

Instructions: Table 6-C identifies the amounts obligated by fiscal year and the total amounts obligated under this Agreement. Table 6-D identifies the anticipated allocation of contingent commitment by amount and fiscal year of anticipated appropriation. As funds are obligated and this Agreement is amended, the amount and fiscal year should be removed from Table 6-D and added to Table 6-C.

Table 6-C: Obligation by Fiscal Year

Fiscal Year of Funding Source	**Amount**
2022	[$XXX]
Total	**[$XXX]**

Table 6-D: Contingent Commitment by Fiscal Year

Fiscal Year of Appropriation	**Amount**
2022	$0
2023	[$XXX]
2024	[$XXX]
2025	[$XXX]
2026	[$XXX]
Total	**[$XXX]**

Pursuant to 49 U.S.C. § 24911(g)(2)(C), if the Recipient does not carry out the Project for reasons within control of the Recipient, the Recipient will repay all Federal grant funds awarded for the Project from all Federal funding sources, for all Project activities, facilities, and equipment, plus

reasonable interest and penalty charges allowable by law or established in this Agreement. For the avoidance of doubt, this clause does not restrict or otherwise limit FRA's ability to act under Article 9 or 10 of Attachment 1 of this Agreement.

ARTICLE 7: PERFORMANCE MEASUREMENT INFORMATION

Table 7-A: Performance Measurement Table identifies the performance measures that this Project is expected to achieve. These performance measures will enable FRA to assess the Recipient's progress in achieving grant program goals and objectives. The Recipient will report on these performance measures in accordance with the frequency and duration specified in Table 7-A.

Upon Project completion, the Recipient will submit reports comparing the actual Project performance of the new and or improved asset(s) against the pre-Project (baseline) performance and expected post- Project performance as described in Table 7-A. The Recipient will submit the performance measures report to the Project Manager in accordance with Table 7-A.

Table 7-A: Performance Measurement Table

Goal	Objective	Performance Measure	Description of Measure	Measurement	Reporting
Goal 1	Reduction of vehicle and train interactions by closing at grade highway rail crossing	Construction of Project	How many vehicles daily interact with at-grade crossings.	**Pre-Project (Baseline) Performance as of: January 2029**	**Frequency: 1**
				Expected Post-Project Performance: January 2031	**Duration: 1 Year**
Goal 2	Need for Residents to use Alternative Routes due to blockages at project crossings	Streetlight Data	Pull report using phone data to measure how many people are taking detour before and after construction	**Pre-Project (Baseline) Performance as of: January 2029**	**Frequency: 1**
				Expected Post-Project Performance: January 2031	**Duration: 1 Year**

Instruction: For construction projects, and other projects where FRA deems it appropriate, include the following:

The Recipient will prepare a Project Outcomes Report pursuant to Section 8.3 of Attachment 1 of this Agreement.

Environmental Compliance Documentation

The National Environmental Policy Act (NEPA) process for this project is underway, but not complete. The NEPA review being sought, and which is in development is that of an Environmental Assessment (EA) through the USDOT Federal Highway Administration (FHWA). Both Texas Division FHWA and New Mexico Division FHWA are in the process of coming to agreement to lead agency. A meeting is to be had 09/19/2024 to finalize agreements. Subsequent meetings thereafter are to be held with respective staff and assigned reviewers to implement documentation standards for both TxDOT and NMDOT. A draft EA is anticipated to be ready in January 2025. Seventy-five percent of the subject matter content required to complete the project's environmental assessment has been drafted and is pending review from NMDOT. All preliminary site survey and historical documentation gathering have been completed. A public hearing is anticipated for January 2025 pending approved draft EA. All NEPA and environmental requirements are anticipated to be completed in June 2025.

A password protected box link has been created containing current environmental files.

- Box Link: https://txdot.box.com/s/dg4fc7szt6233ph2mjh8g7gsnddnbb8w
- Password: Lubbock05

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
12 / 12 / 2023	☒ Railroad ☐ Transit ☐ State ☐ Other	☐ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☒ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	014787R

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
BNSF Railway Company [BNSF]	TEXAS	PARMER

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near FARWELL	US HWY 70 84 (Street/Road Name) | * (Block Number)	US 70

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☐ Yes ☒ No If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None KANSAS	☐ None HEREFORD	☐ None EASTRN-E CLOVIS	(prefix) | 0647.272 (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
7100	TEXICO	☒ N/A	☐ N/A BNSF

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Transit ☐ Intercity Passenger ☐ Shared Use Transit ☐ Commuter ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 34.3887068	(WGS84 std: -nnn.nnnnnnn) -103.043714	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use * State Phone# updated - date updated: 2018-08-16
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) * (I.27 I.28 I.29)Value Provided by Railroad, Not Ye	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-832-5452	817-352-1549	512-416-2635

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
35	35	0	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2019	3.A. Maximum Timetable Speed (mph) 30 3.B. Typical Speed Range Over Crossing (mph) From 1 to 30

4. Type and Count of Tracks
Main 3 Siding 0 Yard 0 Transit 0 Industry 0

5. Train Detection (Main Track only)
☒ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☒ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
12/12/2023		014787R

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1) (count)*	2.C. YIELD Signs *(R1-2) (count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☒ None
2	0		☐ W10-1 _____ ☐ W10-3 _____ ☐ W10-11 _____ ☐ W10-2 _____ ☐ W10-4 _____ ☐ W10-12 _____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count_____)* ☐ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☐ None	☐ Yes ☐ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☒ Yes ☐ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type _____ Count 2 Specify Type _____ Count 0 Specify Type _____ Count _____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 4	3.E. Total Count of Flashing Light Pairs
Roadway 2 Pedestrian _____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	0

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☐ No	☐ Yes ☒ No	2

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☒ Yes ☐ No	☐ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * _____ Stop Line Distance * _____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 4	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * _____

☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☒ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal ☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* _____	☒ 0° – 29° ☐ 30° – 59° ☐ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☒ (0) Rural ☐ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☒ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☐ (7) Local	☒ Yes ☐ No	55 MPH ☒ Posted ☐ Statutory
		5. Linear Referencing System *(LRS Route ID)* *	
		6. LRS Milepost *	

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2020 AADT 7520	24 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
01 / 19 / 2024	☐ Railroad ☐ Transit ☒ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	014788X

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
BNSF Railway Company [BNSF]	NEW MEXICO	CURRY

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near TEXICO	GARWOOD ST (Street/Road Name) | * (Block Number)	NM 348

7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No
If Yes, Specify RR _____, _____, _____, _____

8. Do Other Railroads Operate Over Your Track at Crossing? ☐ Yes ☒ No
If Yes, Specify RR _____, _____, _____, _____

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost (prefix) | (nnnn.nnn) | (suffix)
☐ None KANSAS	☐ None HEREFORD	☐ None EASTRN-E CLOVIS	| 0647.479 |

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
7100	TEXICO	☒ N/A	☐ N/A BNSF

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Transit ☐ Intercity Passenger ☐ Shared Use Transit ☐ Commuter ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number _____	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established _____

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
_____ ☒ N/A	(WGS84 std: nn.nnnnnnn) 34.3875400	(WGS84 std: -nnn.nnnnnnn) -103.046770	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) * (I.27 I.28 I.29)Value Provided by Railroad, Not Ye	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-832-5452	817-352-1549	505-629-2830

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
35	35	0	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2019	3.A. Maximum Timetable Speed (mph) 30 3.B. Typical Speed Range Over Crossing (mph) From 1 to 30

4. Type and Count of Tracks
Main 3 Siding 0 Yard 0 Transit 0 Industry 0

5. Train Detection (Main Track only)
☒ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☒ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No

Texas Department of Transportation
Eliminating Rail Crossings in Texas and New Mexico

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
01/19/2024		014788X

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1) (count)*	2.C. YIELD Signs *(R1-2) (count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☒ None
0	0	0	☐ W10-1 _____ ☐ W10-3 _____ ☐ W10-11 _____ ☐ W10-2 _____ ☐ W10-4 _____ ☐ W10-12 _____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count_____)* ☒ No	☒ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☒ No	☒ Yes ☐ No

2.J. Other MUTCD Signs	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
☒ Yes ☐ No Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 2	3.E. Total Count of Flashing Light Pairs
Roadway 2 Pedestrian 0	☒ 2 Quad ☐ Full *(Barrier)* Resistance ☐ 3 Quad ☐ Median Gates ☐ 4 Quad	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☒ Incandescent ☐ LED ☒ Back Lights Included ☐ Side Lights Included	4

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☒ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☒ No	☐ Yes ☒ No	2

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☒ None	Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☒ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☒ No Storage Distance * _____ Stop Line Distance * _____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☒ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☒ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * 24

☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☒ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☐ Yes ☒ No If Yes, Approximate Distance *(feet)* _____	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☒ (0) Rural ☐ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No 5. Linear Referencing System *(LRS Route ID)* * 6. LRS Milepost *	35 MPH ☒ Posted ☐ Statutory

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2014 AADT 001030	32 %	☒ Yes ☐ No Average Number per Day 4	☒ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
01 / 19 / 2024	☐ Railroad ☐ Transit ☒ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	014790Y

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
BNSF Railway Company [BNSF]	NEW MEXICO	CURRY

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near TEXICO	LUTHER ST CR C (Street/Road Name) | * (Block Number)	CR C

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☐ Yes ☒ No If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost (prefix | nnnn.nnn | suffix)
☐ None KANSAS	☐ None HEREFORD	☐ None EASTRN-E CLOVIS	0648.241

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
7100	TEXICO	☒ N/A	☐ N/A BNSF

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Transit ☐ Intercity Passenger ☐ Shared Use Transit ☐ Commuter ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☒ Open Space ☐ Farm ☐ Residential ☐ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn)	28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn)	29. Lat/Long Source
☒ N/A	34.3882800	-103.060200	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) * (I.27 I.28 I.29)Value Provided by Railroad, Not Ye	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-832-5452	817-352-1549	505-629-2830

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
37	37	0	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2019	3.A. Maximum Timetable Speed (mph) 50 3.B. Typical Speed Range Over Crossing (mph) From 1 to 50

4. Type and Count of Tracks
Main 2 Siding 1 Yard 1 Transit 0 Industry 0

5. Train Detection (Main Track only)
☐ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☐ Other ☒ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☒ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No

Texas Department of Transportation
Eliminating Rail Crossings in Texas and New Mexico

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
01/19/2024		014790Y

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1) (count)*	2.C. YIELD Signs *(R1-2) (count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☒ None
2	0		☐ W10-1 _____ ☐ W10-3 _____ ☐ W10-11 _____ ☐ W10-2 _____ ☐ W10-4 _____ ☐ W10-12 _____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count_____)* ☐ No	☐ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☒ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☐ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☒ Yes ☐ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 0	3.E. Total Count of Flashing Light Pairs
Roadway 0 Pedestrian _____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	0

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☐ No	☐ Yes ☒ No	0

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☒ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * _____ Stop Line Distance * _____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * _____
☒ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 75	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☒ (0) Rural ☐ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No 5. Linear Referencing System *(LRS Route ID)* * 6. LRS Milepost *	_____ MPH ☐ Posted ☐ Statutory

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2012 AADT 000125	03 %	☐ Yes ☒ No Average Number per Day _____	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.

Draft or finalized agreement under 49 U.S.C 22905(c)(1)

TxDOT, NMDOT, and BNSF Railway (BNSF) will complete agreements required under 49 U.S.C 22905(c)(1). The agreement will be finalized before funds are obligated to the project. BNSF is partnering with TxDOT and NMDOT on the Project, as detailed in the $2.6 million funding agreement letter included with this application, so there are no expected problems in finalizing an agreement.